

Hongkong Daily Press.

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BOTTLED BY
J. CLIFFORD WILKINSON
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254 THE MANAGER

1. The first step in the process of the formation of the new state is the declaration of independence by the people of the state.

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WINE AND SPIRIT MERCHANTS.

meeting, and to be intended to reassure France as to Russia's intentions. There is no prospect, it is declared, of a renewal of the *Dreikaiserbund*, the understanding between Germany, Austria-Hungary, and Russia. We should hardly think that such a renewal was anticipated except in most nervous circles in France. Russia has no desire to drive France out of the Dual Alliance, as an approach to Germany and Austria-Hungary must inevitably do; and, though Germany still fondly pursues Bismarck's policy of coquetting with Russia, she does not wish to bind herself to a pro-Russian attitude, particularly when the Balkan question remains as it is. As regards the Far East, Russia stands to gain very much more from a benevolent attitude on the part of Germany than Germany from Russia's friendship. The newspapers of Paris declare that the Russian Foreign Minister has brought strong assurances of Russia's pacific intentions in the Far East. We trust that this is so. For the present, as we have said, the prospects of peace seem good; but we have no warrant of Russia's designs, say, after the advent of next spring. It is plain that France does not wish to be entangled in any Russian plots, and this is in itself one guarantee of peace. France, if only she can hold in check her so-called Colonial party, has an excellent chance of pushing her enterprises in South China. If she refuses to listen to those who are for grasping at Yunnan province and beyond, as well for the eastern and better half of Siam, then she has an opportunity of building up her Indo-Chinese empire commercially. If, on the contrary, she essays land-grabbing, and supports Russian aggression in return for Russia's support of hers, then she can only end by provoking a struggle which menaces the continuance of her rule in Indo-China. It is to be trusted that an Anglo-French understanding with regard to South-China and Siam is not out of the question. The present situation is one of mutual distrust. Yet both nations (and we are bound to say, we think France more especially) have much to gain by a policy of goodwill toward one another and of friendliness to their Asiatic neighbours. Could we be assured of France's peaceful intentions, we need have no dread of trouble in Asia beyond that caused by Russia's ceaseless scheming. France appears eager to believe that even Russia wishes for peace. We must persevere with so too, but we are not so ready to believe, a fact which can hardly occasion surprise.

H.M.S. *Blenheim*, defeated the Hongkong Hockey Club on Friday by 3 goals to 1. The score was one all a few minutes before time.

We are asked to remind members of the Jockey Club of the half-yearly general meeting of the Club, to be held to-day at 4 p.m. in the City Hall.

Hongkong contains quite a lot of the pugnacious element, and when H.M.S. *Amphitrite* returns in December it is as likely as not that we may have a few interesting contests at the City Hall. A local amateur may possibly take on Newman and Preston in turn; at any rate, a letter from G. Preston, of H.M.S. *Amphitrite*, to the local amateur in question states that he could not think of fighting him at catch-weights as his (Preston's) weight is 10st. 2lbs., but if the amateur bring himself down to Preston's weight a match can be arranged.

The Secretary of the Panjin Mining Co., Ltd., informs us that the result of the crushing during October is 7,000 tons, yielding 51 ounces of gold; estimated value \$2,000. The small result was due to collapse of milling power, and the worn-out machinery is now being rapidly replaced. Information is just to hand that the Government have closed the mill pending the erection of Tailing Dam. The Directors do not anticipate any great delay before the mill restarts.

Great sensation has been caused in New York by a published interview with Mrs. Fish, a prominent leader of society, on present conditions as they affect women. She refers with disapproval to Mrs. Roosevelt, who "dresses on 90 dollars a year and looks it." Mrs. Fish proceeds: "I would not be a President's wife and have to entertain no one. We are coming more and more to two classes—aristocracy and common people. We are too wild about dukes and counts; it makes us the laughing-stock of Europe. It is a pity that thousands of brilliant women have time to spend on the stupidities of social life." Mrs. Fish urges her sex to go in for politics.

The writers on the Socialist-Varieties who have been on trial at Berlin for "*Reichsgericht*" and "*Reichsgericht*" are described as "*editors*," but this is a misstatement. "*Reichsgericht*" is a member of the staff. Of course the real editor and controller of the Socialist organ is Herr Babel, but he is much too busy to let himself be registered as such. In order to dodge the rigours of the Press Law in Germany, recourse is invariably had to the subterfuge of what is called a "*Sitzredacteur*," i.e., "dummy," or "pseudonym," who is registered as the nominal controller of his paper's policy. "*Sitzen*" to sit, in German means "to do time." Hence "*Sitzredacteur*," a member of a newspaper staff who for a special consideration undertakes to be the nominal editor or office scapegoat for all criminal prosecutions, leaving the real editor to his own devices.

The laying of the electric tramway lines are now well in hand, being about half completed, and another six months ought to see the finishing touches. Car-sheds and car-house buildings are nearly finished—in fact all remaining to be done in the car-shed is the laying of the lines. The engine-room is ready to receive the machinery; the chimney-stack is half-built (its height when finished will be 175ft.); the machinery is on its way out; the cars are expected about the end of the year; and the wiring will be proceeded with shortly. On many parts of the route telephone wires have been raised or moved to one side so as to avoid contact with the trolleys. It is hoped that in six months the cars will be running.

THE CHINESE COMMUNITY AND
H.E. THE GOVERNOR.

At a meeting of leading men of the Chinese community in Hongkong, held at the Tung Wa Hospital yesterday, it was decided, with reference to the departure of H.E. Sir Henry Blake for Ceylon, that the Chinese community should join with the European residents in presenting an address to His Excellency. The idea of a public banquet has been abandoned. A presentation is to be made to Lady Elsie of a small souvenir in token of the esteem of the Chinese community. Scholarships will be endowed at Queen's College, and the Chinese Medical College, and further a portrait of Sir Henry Blake will be hung in the new extension of the Tung Wa Hospital.

ANOTHER HONGKONG-BUILT TWIN-
SCREW STEAMER.Another Chinese-owned twin-screw steel river steamer is nearing completion at the shipbuilding yard of Messrs. Bailey & Co., Kowloon Bay. She is a duplicate of the *Shin On*. On s.s. *Kwong Chow*, now plying between Hongkong and Canton; and it would not be surprising to learn that she is intended to run on alternate days with that vessel. In fact, although she is not being built for the same company as the *Kwong Chow*, but for the Yuen On S. S. Co., Ltd., it is understood that many of the shareholders in the *Shin On* are also interested in her. She is a vessel of some 1,400 tons, measuring 200ft. in length, with a capacity for 1,200 passengers, is fitted with a first class electric plant, and is expected to steam eleven knots. She is to be christened the *Hongkong*. Her launching ought to take place in January. Besides being equipped with also other minor work, Messrs. Bailey & Co. are building two tugboats.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

THE POWERS AND JAPAN.

LONDON, November 1st.

A FRENCH PROPOSAL.

The *Gaulois* states that France proposes, in agreement with Great Britain, to bring pressure to bear upon Japan with a view to effecting a settlement of the questions in dispute with Russia in the Far East.

OBITUARY.

LONDON, November 1st.

DEATH OF LADY SPENCER.

Lady Spencer, wife of Earl Spencer, died to-day.

REUTER'S SERVICE.

ANGLO-FRENCH COMMERCIAL
RELATIONS.

LONDON, 29th October.

A large party of commercial men from London have arrived in Paris as the guests of the French commercial bodies. A banquet given in the evening, at which the French Premier and nearly all the ministers were present, was made the occasion of a fresh enthusiastic demonstration at the Anglo-French *rapprochement*, the speeches being of the most cordial description. The Minister of Commerce, who presided, dwelt on the efficacious manner of private initiative; he hoped that it might supplement the work of the two Governments, and that the benefits derived therefrom would be not only commercial.

Mr. CHAMBERLAIN'S CAMPAIGN.

LONDON, 29th October.

Mr. Chamberlain's fiscal campaign is producing a marked and widespread impression.

JAPAN AND RUSSIA.

LONDON, 29th October.

The London Times, in discussing the Russo-Japanese situation, remarks that despite the presence of circumstances calculated to inflame the patriotic and warlike spirit to the utmost, Japan has not allowed her alliance with Great Britain to influence her by her alliance with Great Britain. She has confronted her great rival with patience and self-possession, and she will assuredly exhaust no possibility of safe-guarding her reasonable claims by peaceful means.

LONDON, 30th October.

The Russian newspaper *Novy Krat*, Viceroy Alexieff's organ at Port Arthur, reports that there is a marked improvement in the situation, and it is semi-officially intimated at St. Petersburg that *Novy Krat* is correct.

LABOUR RIOT IN PARIS.

LONDON, 30th October.

A demonstration at the Paris Labour Exchange against the extortions of the employment agencies led to a fierce fight with the police, sticks, knives, chairs and bottles from the café being freely used, and vitriol thrown from the Exchange windows. Several police and seventy of the rioters were injured, many being sent to hospital.

RUSSIA AND FRANCE.

LONDON, 30th October.

The view prevails in Paris that the visit of Count Lamsdorff, Russian Minister for Foreign Affairs, to the French capital aims at reaffirming the Dual Alliance, and reassuring the French Government regarding the forthcoming meeting of the Tsar and Kaiser, the importance of which the German and Russian Press has been magnifying. It is declared that there is no prospect of a renewal of the *Dreikaiserbund*. The French newspapers state that Count Lamsdorff has brought to Paris strong assurances of the pacific policy of Russia in the Far East.

THE ITALIAN CABINET.

LONDON, 30th October.

Signor Giolitti has formed a new Italian Cabinet.

SHIPPING AND FREIGHT.

The Freight Market is very depressed, a large number of steamers being laid up at the Northern ports. Several countries time charters also have been cancelled.

Two steamers have been taken up to convey coal from Moji to Hongkong at \$1.75 per ton. A number of charters have been effected from Newchwang to Canton at 21 cents per picul for prompt, and 23 cents for middle of the month loading.

SHIPWRECK AND DISASTER
NEAR HONGKONG.LOSS OF LIFE ON A BRITISH
WARSHIP.H.M.S. *Waterwitch*, Captain Hardy, arrived here on Friday evening in a damaged condition. She reports having experienced a very heavy gale last Wednesday in the Formosa Channel. Her boats were stove in and the deck-fitting smashed; and during the height of the tempest, when the ship was labouring heavily and taking large quantities of water aboard, two petty officers and a bluejacket were washed overboard from the quarterdeck and drowned. Later on she passed through a quantity of wreckage including one boat, bottom up, and a diamonded junk; and later, when approaching Hongkong, she met with a rudderless Amoy junk, which, being uncontrollable, had been blown miles and miles out of her course. When first seen the occupants were yelling, waving their hands, and lifting their "rice-baskets" significantly to indicate that they were short of provisions; there was a crew of some ten in all. The *Waterwitch*, after administering to their temporal wants, gave them a hawser and took them in tow.It may safely be assumed that many fishermen lost their lives in the recent typhoon. At the time, the *Waterwitch* was voyaging from Shantung Promontory to Hongkong. The s.s. *Hinsang*, which arrived here from Java about the same time as the *Waterwitch*, reports that she sighted eleven disabled junks near Gap Rock; and the s.s. *Petchaburi*, a German steamer from Bangkok, reports that when 45° off Gap Rock, during a strong N. E. gale and heavy sea, she sighted a fishing-boat flying signals of distress. Captain G. Hillmann, master of the vessel, immediately altered his course and, on approaching the distressed craft, eased his engines and took the fishermen aboard. Some two hours afterwards he encountered another disabled fishing-boat, dismantled and with the bulwarks gone by the board. The occupants were waving frantically for assistance. The steamer was steered alongside and the fishing people rescued. Later on another similar craft was supplied with provisions and water; and finally, when in the immediate vicinity of Gap Rock, a small craft was observed signalling a tale of woe. A lifeboat was swung out and despatched to the craft, but the fishermen, who had their all invested in the damaged boat, refused to abandon but sent one man by the *Petchaburi* to seek assistance from Hongkong. The steamer was delayed by the latter incident for no less than an hour and a half. In all she brought eight shipwrecked people to Hongkong.On Thursday the Government tender *Stanley* conveyed the relief light-housemen to Waglan Island; and on Friday a relief for those on Gap Rock. On arriving at the latter place she set which she towed to port. On Saturday morning nine disabled junks were reported to be in the offing, and the *Stanley*, again, was despatched to sea. On the various damaged craft arriving in the harbour they were towed in batches to Yau-mai Bay. Some of them were dismantled, had lost their masts, and were generally knocked to pieces above the deck level. Others, more fortunate, had only suffered the loss of their masting herringbone sails, or their masts, or perhaps the rudder. They were a well seasoned set of boats; some of them literally mouldering away with age. There were gaping crevices in their carvel-built sides that had been filled with putty. The deck-seams, also, no doubt having oftentimes been opened by a scorching sun, were in a similar condition. In the holds and about the decks were hopeless mixtures of broken cordage, black-meshed fishing nets, crab-nets, primitive disjointed band winches, sea-shells, wooden floats, bamboo-hooped buckets, rice-baskets and rags. In the holds, from which exhaled an unbearable stench, were layers of rotten fish; it was upon these that in several instances the fishing-people, families of them, were subsisting. Truly, the occupants of these antique craft must be a hardy lot.

The history of the storm by the Hongkong Observatory briefly is that on the 25th ult., it was reported that a typhoon had passed from the vicinity of the Philippines into the China Sea. And on the 27th and 28th it was reported that the typhoon was to the Southeast of Hongkong, and the centre threatened to approach the neighbourhood of the Colony. Next we learned that the typhoon was rapidly filling up on approaching the coast to the East of Hongkong; and, on the morn of the 29th, the Black Drum was lowered.

Recent mishaps already reported include the *Rosetta* Maru disaster, in which that vessel lost her boats; the somewhat hair-raising voyage of the *Bahila* Maru; and a junk wreck off Taishan Island.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Chusan* left Singapore for this port on the 1st inst., at 3 p.m., with the outward English mails, and is due here on the 6th inst.The steamer *Deucalion* left Victoria, B.C., 28th ult., for Yokohama, Kobe and Hongkong. The M.M. steamer *Yarra* left Shanghai on Friday, the 30th ult., at 6 p.m., and will be due here to-day, at daylight.The N.Y.K. steamer *Kuano Maru* (Australian Line) left Nagasaki for this port on the 31st ult., and is expected here to-morrow a.m.The N.Y.K. steamer *Abi Maru* (American Line) left Shanghai for this port on the 31st ult., and is expected here to-morrow a.m.The C.P.R. steamer *Express of China* left Yokohama on the 30th ult., p.m., for Victoria and Vancouver.

YACHTING.

SATURDAY'S AND SUNDAY'S RACES.

The One-Design Class, and the Second Class yachts of the Royal Hongkong Yacht Club turned out yesterday afternoon to contest the first of twelve races counting towards this season's championship. The course lay from line between the Polio Pier, Tsim Sha Tsui, around Channel Rocks (port), Kowloon Rocks (port), Meyers East buoy (port), Channel Rocks again (port), Kowloon Rock (port), Meyers East buoy (starboard), and home. The One-Design class started at 1 p.m., and the Second Class ten minutes later.

ONE-DESIGN CLASS.

There were five starters in this class: *Colleen*, *Min*, *Kathleen*, *Bonito*, and *Erica*. Of these, *Bonito* is now owned in partnership by Messrs. Bird and Hastings; *Kathleen* has a new suit of sails; and now sails for the *Min* are shortly expected from Hong Kong, or rather from Shanghai because the steamer over-carried them.At the start *Min* got away *Colleen* second, and *Erica* third; *Kathleen*, however, shortly afterwards overhauled them all. A moderate wind was blowing from the N.E. at the outset but it shortly afterwards died down and varied catapaws from the N.E. to the N. resulted in the first instance *Bonito* and *Colleen* steered towards the open; the others hugging the Kowloon shore around Blackhead Point, and tacking into Hung Hom Bay. *Kathleen* and *Erica* made a very fair start, and were close enough to attempt to jockey each other. Kallit Island abeam with *Colleen* and *Bonito*, the former crossed back to Kowloon with a N.E. slant to take up a more advantageous position in case the wind veered to the North. *Bonito* preferred to keep out of the tide close to Hongkong. On arriving at that peninsula situated eastward of the Kowloon Docks *Colleen* took in behind *Min*; *Erica*, at the time, was fighting hard with *Kathleen* for first place. When *Erica* was approaching the Taku Sugar Works it was seen that *Bonito* was "right out of it" to the wind, being off the mainland, putting her to the obligation of beating across the harbour. At Channel Rocks *Kathleen* lead by 25 seconds, *Erica* second, and *Colleen* third. The same order was maintained when gybing around Kowloon Rock. Spinnakers were then set and main-sheets slackened right off. After "doing" Meyer's East buoy *Erica*, which was making a very good race, went ashore off the Metropole Hotel and lost half a minute or so in getting off. About this time *Min* worked across into Kowloon Bay where she met with such favourable wind that on rounding the remaining points she headed, and she eventually won the race by 13 seconds. *Kathleen* was second, and *Erica* third. The times were as follows:—

	H.	M.	S.
<i>Min</i>	4	15	55
<i>Kathleen</i>	4	16	8
<i>Erica</i>	4	22	15
<i>Colleen</i>	4	33	35
<i>Bonito</i>	4	37	20

There were four starters in the Second Class. *Alannah*, *Doreen*, *Payne*, and *Maid Marion*. *Alannah* came in first, *Doreen* second, and *Payne* third; *Maid Marion* did not finish. Times:—

	H.	M.	S.
<i>Alannah</i>	4	42	58
<i>Doreen</i>	5	28	55
<i>Payne</i>	5	31	35

SATURDAY'S SAILING.

The opening yachting of the season consisted of an assembly off the Naval Yard extension and a slant to Stonecutters'. Afterwards there was a Ladies race from the vicinity of H.M.S. *Tamar* to the Cosmopolitan Dock buoy; back to the *Tamar*; the Dock buoy again, and home to the original.A dozen yachts faced the contest:—*Dione* started by Miss Stella May; *Vernon*, by Mrs. Robinson; *Aileen*, by Mrs. Baker Brown; *Alannah*, by Mrs. Turner; *Bonito*, by Miss Bird; *Erica*, by Mrs. Dennison; *Kathleen*, by Mrs. Pemberton; *Colleen*, by Mrs. Gompertz; *Min*, by Mrs. Jones; *Iris*, by Miss Hawley; *Doreen*, by Mrs. Pratt; and *Payne*, by Mrs. Walker. Of these *Dione*, *Vernon*, *Alannah*, and *Aileen*, allowed *Alannah* two minutes; *Bonito*, *Erica*, *Kathleen*, *Colleen*, and *Min*, three minutes; *Iris*, four minutes; *Doreen*, *Maid Marion*, and *Chatterbox*, five minutes; *Payne*, six minutes; and *Mist*, eight minutes.The breeze, a nor easter, was not stiff enough for a swift sail; otherwise the weather was delightful. On leaving Stonecutters' stern the moderate wind fell, and a light N.E. wind set in, so during the whole race the boats were running free, or, at any rate, they were able to maintain their course. A bad start was made at the outset, *Erica*, *Colleen*, *Kathleen* and *Alannah* clearing in succession.At the buoy *Erica* headed, then *Alannah*, and next *Vernon*. *Alannah* was subsequently overhauled by *Erica* in the vicinity of the *Tamar*. The conclusion was:—

	H.	M.	S.	Correct Time.
<i>Vernon</i>	4	34	4	4 34
<i>Alannah</i>	4	34	4	4 34
<i>Dione</i>	4	34	4	4 34
<i>Erica</i>	4	34	4	4 34
<i>Colleen</i>	4	34	4	4 34
<i>Kathleen</i>	4	34	4	4 34
<i>Aileen</i>	4	34	4	4 34
<i>Bonito</i>	4	34	4	4 34
<i>Min</i>	4	34	4	4 34
<i>Iris</i>	4	34	4	4 34
<i>Payne</i>	4	34	4	4 34
<i>Doreen</i>	4	34	4	4 34

The first race of the Championship Class comes off next Saturday.

An announcement that Colonel Marchand of Fushoda notoriety, who was also in China during the 1900 campaign, has been relieved of his command of the 4th Colonial Infantry at Toulon has caused much comment in France. The sudden removal of this distinguished officer would appear to be attributable to political reasons. The regiment for some time past has proved somewhat unmanageable, and the Colonel a few days before his removal had the utmost difficulty in persuading a number of his men to "cease guarding a red flag," and singing the "Internationale." The removal taken would seem to be the outcome of the regrettable incident. Colonel Marchand will be given another command in the Sudan.

NOTICE TO CORRESPONDENTS.

No letters for publication should be written on one side of the paper only.

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The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd November, 1903.

It rather looks at the present moment as if a period of greater calm in international affairs were about to begin. As we have seen, both in the Far and the Near East (as these divisions of the world are conventionally called), the prospects for the coming winter are encouraging to those who hope that peace can be maintained. Japan's admirable conduct in the face of most trying circumstances appears likely to gain its reward, while in the Balkans both Turkey and Bulgaria seem to be striving honestly to avoid an appeal to arms. The most remarkable feature in European politics this year has been, and still is, the number of international visits. The most notable of these perhaps have been King Edward's trip to France, President Loubet's return call to London, the journey of the King of Italy to Paris, and lastly Count Lamsdorff's visit to the French capital. To follow these there is now coming the meeting of the Tsar of Russia and the German Kaiser, about which the European Press is buying itself not a little. Perhaps the interest excited by these international courtesies would be extremely slight out here, were it not for the fact that the situation in the Far East depends very greatly upon the relations between certain of the Powers of Europe. It is plain from telegrams that the meeting of the German and Russian sovereigns has been suspected in the Press of their countries as not being devoid of significance as far as their foreign policy is concerned, and particularly, perhaps, their policy in the Far East. But the French newspapers, it appears, are at pains to make out that the Press of Germany and of Russia is attaching too much importance to the Kaiser's and Tsar's meeting; they take Count Lamsdorff's visit to Paris to be a set-off against this

HONGKONG JOTTINGS.

Perhaps the social season in Hongkong may be considered to begin this month, and certainly we could not wish for better and more appropriate weather than we are now enjoying. The two principal society events of November will of course be the Government House Ball on the 9th instant, and the S. Andrews Ball on the 30th. H.E. the Governor and Lady Blake give their Ball in honour of His Majesty the King's Birthday, and the scene is sure to be a very brilliant one. As Sir Henry and Lady Blake leave Hongkong on the 21st instant, the occasion will certainly be the last of its kind, and it will be therefore the formal social farewell to the Colony of our departing Governor and his wife, after five years' stay in our midst.

The declaration of a public holiday on the 9th instant, in honour of His Majesty King Edward's birthday, has been gazetted, and there is to be a military celebration of the event as well as the Ball at Government House. Last year (when the day observed was the 10th November, the 9th being a Sunday) there was a grand parade of troops in the Happy Valley and an inspection of them by Sir Henry Blake. This year there will be a military *feulie* in the Happy Valley in addition. I presume, to the review. Hongkong was also gratified last year by the bestowal of a knighthood on Sir W. Meigh Goodman, our respected Chief Justice. Are we to be noticed this year, I wonder, in as pleasant a way?

It is not an uncommon thing on the Island, as well as in Kowloon, to see coolies wandering about with bits to deliver, unable to ascertain for themselves whether they are in the right locality of their destination or not, and it must have occurred to others, as it does to myself that if the agents were labelled with the names in Chinese as well as in Roman characters it would be a distinct public advantage. In the old treaty ports of Japan this system of double nomenclature for the streets is adopted, and even on the name-plates of private European residences there you almost invariably see the name given both in Roman and Japanese characters. If we in Hongkong are unable to set a good example, we should not be able to follow one, and I venture to respectfully commend to the Public Works Department this suggestion as to street nomenclature in Hongkong and Kowloon, while the other suggestion must be left to commend itself to the consideration of individual residents.

Ecclesiastical buildings here, as elsewhere, are long in arriving at anything like completion. The plan of the Roman Catholic Cathedral includes a second tower crowned by a somewhat lofty spire, and this is represented on some of the illustrated post-cards as actually existing. I am glad to see that, for the credit of building, and to present visitors being misled, this campanile is at length actually in course of construction. When completed it will accommodate the goal of bells recently imported for this Cathedral. The central tower is also to be raised and improved, a not very difficult matter, considering its present squat and dumpy appearance. I hope this improvement will be carried out simultaneously with the erection of the campanile.

I am glad to see that considerable activity now prevails on the site of the New Law Courts. The brickwork is making good progress, and some blocks of granite have arrived on the ground, and masons are busily engaged cutting and chipping to shape. I see, however, in this earnest of years of weary granite chipping, which will be a sad nuisance to the neighbourhood. Why could not the bulk of this shipping be done before the stone is brought from the quarries?

The proposed establishment of a beer-brewery in Hongkong recalls the fact that on more than one occasion a similar venture has been set on foot. One brewery, proposed to be started in the neighbourhood of the Metropole Hotel, came to nothing at all, though the water procured there was said to be peculiarly suitable for brewing purposes. Another was actually built on the Kowloon side in the direction of Chiwan; plant was laid and the bottles for holding beer were even put in stock, but at the last moment there arose a dispute about the ownership of the land to be utilised for the brewery and the scheme fell through. An expert in these matters, tells me that Hongkong water is not suitable for distilling purposes, so I suppose we need not expect ever to see a Hongkong blend of whisky, though we may have Kowloon beer.

It is interesting to note how, as the cold weather approaches, the Chinese use coats in the streets increase in bulk. When the last breath of summer has been blown away by the north-east gales the Chinaman immediately hies him to the pawnshop and redens his last year's winter clothes, which he piles upon his shoulders until he takes on the appearance of a hunchback or an old-clo' man. A curious thing is that the Chinese people does not appear to feel the cold in his legs and feet. These remain bare in many cases right through the wintry months, while the wool-padded cotton "extris" are buttoned over his body. I suppose this is due to a story that the Earl of Aberdeen used to tell about an incident in his term as Governor-General of Canada. Meeting an old Red Indian one freezing, snowy day, his Excellency enquired how it was that he continued to survive the cold with no covering but the tattered animal blanket that was wrapped around his shoulders. The Indian in turn asked how the Earl did not get his face frost-bitten. "Oh," replied the Governor, "my face has been exposed ever since I was a child." "Well, me all face," retorted the ancient warrior.

The usual crop of good stories has sprung from Volunteer Camp life on Stonecutters'. One of the best, perhaps is that related about a certain corporal who, while on patrol duty one night, saw approaching a figure where no figure should be. He challenged the intruder, but got no reply. Again he asked who went there, but the figure remained silent. At last, as the figure would not respond and appeared to be about to beat a hasty retreat, the Corporal called out to the guard and they advanced with fixed bayonets on the hapless wretch. Examination at close quarters showed that the spy was, of all things in the world, nothing but—a goat. Billy did not stand to receive the attack; he showed the guard a clean pair of heels, and, though they followed up the retreat in gallant style, the goat is reported to be still at large.

It has frequently been observed, but not frequently enough, that many of the abuses noticeable in Hongkong could be lessened if people would only take the trouble to complain at the time. I saw a fresh instance of this on Friday. A rickshaw was hurrying along on the wrong side of the road in Queen's Road and ran over a dog. The animal was not much hurt, and the owner, seeing this would not take the rickshaw coolie's number, saying: "Oh, I can't bother to go up to the Police Court!" I am sure this kind of spirit which perpetrates the constant infringement of the law by the coolie class. It is not the coolie who is so much to blame as the man who does not complain when he has a clear case.

BANYAN.

FOOTBALL.

H.K.F.C. v. SHERWOOD FORESTERS.

The opening match of the Hongkong Football Club season was played at Happy Valley on Saturday afternoon, in seasonably weather, between the Club and the Sherwood Foresters. In view of the hard practice put in by the regimental team, and the comparative weakness of the Club eleven, the latter were not generally fancied for a win, and they were very fortunate indeed in finishing the game on level terms with their opponents. The teams lined up as follows:—

H.K.F.C.—F. K. Kow; H. C. Austin, E. F. Acott; G. B. Macdonald, C. T. Kow, H. C. Gray; H. A. Bant, R. A. Whitmore, W. H. Williams; J. W. C. Bonnar, and E. J. Davies. S. F.—T. Madin; Walker, Ryan; O'Donnell, Watson, Wilkins; Madin, Godber, Cope, Collingham and Walsh.

Referee—Mr. F. Browne. Linesman—Sergeant Jones and Corporal Rayner, S.F. The Foresters won the toss and elected to play towards the east goal, with the sun in their opponents' eyes. The Club forwards were the first to press, with abortive results, though a shot by Bonnar necessitated the S.F. goalkeeper using his hands. Play was rapidly carried to the other end of the field, Madin and Godber taking the ball up the line. Austin cleared, but the Foresters' right wing returned to the attack time after time, being fed nicely by their half-back O'Donnell, who was playing a splendid game, both in regard to feeding his men and stopping the rushes of the Hongkong left. As the game got older the ball travelled fast from one end to the other, neither side having the advantage. Collingham and Cope both had tries at the Club goal, but these were easily turned by F. H. Kow. On the H.K. side Bonnar was the most dangerous forward. Whitmore also gave the S.F. defence some trouble, but neither could score. Half-time arrived with the score standing—H.K.F.C., 0; S.F., 0.

On the resumption of play the Sherwood Foresters at once commenced to press and made an attack on the Club goal which was only repulsed by the excellent defence of the back division combined with the worrying tactics of C. T. Kow, the centre-half. The Club forwards followed with one or two break-away which the strong back play of Kow and Walker rendered ineffectual. Bonnar got within shooting distance twice but failed to score.

From this stage onward play resolved itself into a veritable siege of the Club goal by the Foresters. The H.K. forwards as a whole seemed to have come to the end of their tether and to have hardly a kick left in them. Again and again the Deroythurs returned to the attack, but they were always repulsed, thanks mostly to the fine goal-keeping of F. H. Kow. He fisted and kicked out in grand style. Every single forward of the Foresters made a try—some of them more than one—at goal, but got the ball into the net they could not. Headed by Bonnar the Club wings got away on the run once or twice, but they were always pulled up, and play transferred to their own end. When time was called the Club goal was still under close attack, and they may consider themselves very lucky that the game ended as it did, in a draw.

H.K.F.C., 0; S.F., 0.

A match under Association rules will take place to-day between the H.K.F.C. "A" team and the Naval Yard team. Kick-off, 4.30 p.m. The following will play for the Club:—Forwards, A. Boyd, A. B. de Vaulle, R.N., R. Henderson, H. Y. Chard, E. J. Davies; halves, W. L. Canfield, E.E. H. S. Gaskell, R.E. L. Chesney, R.E.; backs, H. C. Austin, C. T. Kow (capt.); goal, A. N. O'Neil.

Another horse record is reported from America, a horse named *Health's Bloom* on the 25th September clearing a bar at a height of 7ft. 5in. The occasion was a horse-show near New York.

6000 Newcomers. REVEREND MACNIVEN & CAMERON'S BENEVOLENT WAVERLEY PEN, for Easy Writing. THE FLYING SCOTSMAN PEN, instead of a Q. 10. This Flying J writes 200 words per dip. Sold at all Stationers. WAVERLEY WORKS, EDINBURGH. [2946]

CRICKET.

A SERVICE XII. v. A CIVILIAN XII.

Saturday's match between a Service and a Civilian team, twelve a side, in every way proved a success. The weather was so agreeable that in the afternoon several of the players were bareheaded; and the ground was in excellent condition. Major Chichester, D.A.A.G., acted as captain of the Service men, and Mr. T. Sercombe Smith of the Civilians. The Major was the first to bat, and put in his side, Capt. Boyd, R.A., and Mr. G. Moore, R.N., going in. The first two wickets went down as soon as play began. Capt. Boyd, being caught before any runs had been made and Capt. Radcliffe, R.E., his successor, being also caught, for the minimum with which a man can break his egg. After this Mr. Moore and Capt. Risch, R.A., had a fairly good time, the former being badly missed by Radcliffe when he had but five runs to his credit. Eventually, after attaining 25, while trying to take a somewhat high ball by Radcliffe, he stumbled, and in his fall knocked off the ball. Capt. P. G. Davies, though once badly missed, played a pretty steady game, and Major Chichester were also fair. The remainder were polished off for more or less inglorious scores. The Civilian batting was in all respects creditable. When Mahon's wicket, the seventh, fell the score was 102; from then the conclusion of the innings and the first five batsmen only accounted for 17 runs between them.

Unlike the last beginning of the Service team, Mr. T. Sercombe Smith and Mr. H. Hancock, who opened for the Civilians, made a very fair stand by playing a steady game and giving no chances. Subsequently, Mr. J. T. Dixon and Mr. Radcliffe assisted to make a few expensive overs for the out side, and altogether the team batted very much better than they had fielded. Capt. Robinson was unfortunate in getting a ball in his eye, but summed up the worse for the "knock." The Rev. C. H. Hickling, who was the last but one to take an innings, carried his bat when a total score of 162 runs had been made, the Civilians thus winning by 43 runs. Scores and analysis were as follows:—

CIVIL SERVICE.	
Capt. Boyd, R.A., c Hancock, 25	0
Capt. R. de la, R.E., c Radcliffe, 25	0
Capt. P. G. Davies, A.O.D., c Hickling, 25	0
Capt. Risch, R.A., b Radcliffe, 25	0
Major Chichester, D.A.A.G., b Radcliffe, 25	0
Lieut. Mahon, R.N., b Dixon, 17	0
Lieut. Rimgington, S.F., b Dixon, 17	0
Col. Ferris, A.P.D., b Dixon, 17	0
G. P. Silver, R.A., b Dixon, 17	0
Lieut. Hodgson, S.F., not out, 8	0
Capt. J. S. Harvey, R.A.M.C., b Dixon, 8	0
Extras	8
Total	119

CIVILIANS.	
T. Sercombe Smith, c Hancock, 19	19
H. Hancock, b Chichester, 11	11
Capt. P. G. Davies, c Mahon, b Rimgington, 11	11
J. T. Dixon, c Davies, b Mahon, 11	11
A. Mackenzie, c Hodgson, b Rimgington, 1	1
J. Lee, b Rimgington, 1	1
R. S. B. B. c Ferris, b Mahon, 7	7
Capt. Robinson, c and b Moore, 13	13
Dr. Holey, b Moore, 9	9
Radcliffe, b Chichester, 22	22
Rev. C. H. Hickling, c and b Chichester, 14	14
C. H. Edwards, b Chichester, 4	4
Extras	4
Total	162

BOWLING ANALYSIS. CIVIL SERVICE. 2 runs 2 wickets. S. Smith 19 0 0 0. Mackenzie 11 2 0 0. Dixon 23 0 0 0. Bird 9 5 0 0. CIVILIANS. 16 runs 4 wickets. Silver 16 0 0 0. Rimgington 39 3 0 0. Mahon 11 2 0 0. Davies 27 2 0 0. Moore 27 2 0 0.

CIVIL SERVICE C.C. v. 20TH CO. A.O.C. This match in the Cricket Shield Competition, was played at the Happy Valley on Saturday, and a very enjoyable game ended in favour of the Civil Service team, led by the Hon. Dr. Atkinson. The chief features of the game were the batting of Deveney and Brett, and the bowling of Witcomb and Lander for the winners, while for the losers Bradford and Skinner bowled well. Scores and analysis:—

CIVIL SERVICE C.C.	
G. A. Woodcock, b Skinner, 3	3
C. J. Bywater, b Skinner, 6	6
J. Lander, b Bradford, 6	6
Dr. J. M. Atkinson, c Burgess, b Skinner, 0	0
J. Deveney, b McElhin, 28	28
P. E. Brett, c not out, 11	11
L. E. H. G. b Bradford, 11	11
H. Gidley, c Butler, b Bradford, 0	0
W. A. Woolley, b Bradford, 0	0
W. Pitt, not out, 0	0
W. Anderson, b Bradford, 1	1
Extras	22
Total	76

20TH CO. A.O.C.	
C. Rutter, c Brett, b Witcomb, 5	5
J. C. Bywater, c Deveney, b Witcomb, 5	5
T. Webb, b Witcomb, 3	3
McElhin, c Deveney, b Witcomb, 5	5
H. Lander, b Lander, 2	2
W. Yeats, run out, 0	0
W. Farmer, c and b Witcomb, 2	2
W. J. Burgess, b.w., b Lander, 3	3
P. E. Brett, c not out, 11	11
J. Ashbrook, b.w., b Lander, 4	4
S. S. Reaney, c Pitt, b Witcomb, 1	1
Extras	2
Total	39

BOWLING ANALYSIS.	
CIVIL SERVICE C.C.	
Bradford 15 5 21 6	
Skinner 12 0 31 4	
McElhin 8 0 2 1	
20th Co. A.O.C.	
Lander 9 1 14 3	
Witcomb 8 2 0 12 6	

Played at Happy Valley on the 31st October between the Royal Engineers and the Hongkong C.S.C. 2nd Eleven. Messrs. Meldrum and Bowyer, after being missed in the field, scored at a great pace. Scores:—

HONGKONG C.S.C.	
First Innings.	Second Innings.
Knight, c Lee, b Meldrum, 2	b Bowyer, 10
Hutchings, b Bowyer, 1	c Lee, b Meldrum, 7
Robins, b Meldrum, 14	not out, 7
Duncan, b Meldrum, 2	c Meldrum, b Beard, 1
Cooper, c and b Meldrum, 2	
Brand, c and b Bowyer, 0	not out, 2
P. E. Brett, c not out, 11	
Hogarth, b Bowyer, 2	
Kelly, not out, 5	
King, b Bowyer, 6	
Gullen, 6	
Extras	6
Total	64

Total (including declared) 123. (Col. Ingham, Beard, Lander, Lee, Fallow, and Colley did not bat.)

POLICE COURT.

Saturday, 31st October.

Sworn Mr. T. Sercombe Smith (Police Magistrate).

J. Korallus, a Canton Custom House officer, was arraigned on the charge of larceny of \$37, being \$25 in paper currency, and \$12 in silver, at Shamsen, which place is under the jurisdiction of the German Consul at Canton. The prisoner being also a German. Upon being brought before the Court, and having the tal-gram desiring his arrest read to him, the prisoner asked from whom he was accused of having stolen the money. The magistrate said he knew nothing about that, as the arrest was effected upon a telegram from the German Consul at Canton which gave no details. The telegram was as follows:—"Shamsen, 31st October, to the Inspector of Police, Hongkong. Arrest Korallus; passenger by Honam, leaves tonight for Hongkong. Prosecuted by the (Signed) German Consul."

Evidence of arrest having been given by P. C. 64, the case was adjourned until Friday the 6th proximo; the prisoner being held on remand.

THE VOLUNTEER CAMP.

To-day will witness the concluding operations in connection with the temporary occupation of Stonecutters by the members of the Volunteer Corps. Tents will be struck during the morning—although at one time it had been thought possible that an extension of time would be decided upon, to counterbalance the enforced idleness during the typhoon period, but it was found to be impracticable. Therefore the men in khaki will to-day return to their civilian duties, and Stonecutters' will revert to its normal appearance.

Life under canvas, during the past week, has been somewhat arduous, owing to the stormy weather that has prevailed; damp blankets and chill winds being the reverse of pleasant; but, despite the discomforts experienced, the men appear to have benefited considerably by their period of training.

Saturday and Sunday were guest days, and the crowded launches which put off from Murray Pier testified to the interest which two civilian friends of the Volunteers take in camp life. It has been extremely cold at night on the Island, and with a view to getting the blood of the men into a good state of circulation, and of counteracting any harmful symptoms that might be occasioned by the moisture and chill winds, the men have been paraded for drill each morning before breakfast, and put through a series of invigorating evolutions.

Shortly after reveille on Saturday, in accordance with the usual routine, they were paraded for drill purposes under Sergt. Wheeler, R.G.A., Sergt. Bartholomew, R.G.A., Sergt. James, S.F., and Corporal Smithson, S.F. A course of Maxims and fifteen-pounders as well as musketry practice was given for an hour and a half, and they returned to breakfast in splendid form.

Later on Maxim gun-firing, musketry gun practice, and fifteen-pounder gun drill were indulged in, in addition to instruction in gun-laying.

During the course of the afternoon Major Brown, R.A., inspected the whole corps, four fifteen-pounders being manned, and the remainder of the men being occupied with the Maxims. He expressed his satisfaction with the manner in which the various duties had been performed, laying particular stress on the high degree of proficiency which had been attained, and the smart appearance presented by the entire Corps.

The remainder of the day was given over to the entertainment of guests, and might well add the men of the H.K.V.C. to their duty in this direction. A considerable number of the gentler sex were over during the afternoon, and evinced great interest in the various details of camp life, under the guidance of their khaki-clad escorts; but the majority of them returned home before sunset.

At 7 p.m., in the long marquee, a large number of civilians joined their military friends at dinner, and, although it was of necessity somewhat rough-and-ready, the officer who, in accordance with time-honoured custom, made the rounds to listen to any complaints, was unable to discover any, all and everyone appearing to be thoroughly satisfied.

An impromptu concert was organised during the evening, to which various members of the corps contributed, a special item being a juggling exhibition by "C. C.," who gave his services gratuitously, and although somewhat hampered for space, he gave an admirable exposition of his skill. Ganner Sheffield accompanied the vocal items in his usual able manner.

The launch, conveying the visitors homewards, left at 10.50, and arrived at Blake Pier shortly after eleven.

The visit of M. Lebaudy, the self-styled Jan S. I. Emperor of Sahara, to London, recalls the fact that not very long ago England was moved to action by the assumption of sovereignty by another self-constituted monarch, who, with the men of the H.K.V.C. to their duty in this direction. A considerable number of the gentler sex were over during the afternoon, and evinced great interest in the various details of camp life, under the guidance of their khaki-clad escorts; but the majority of them returned home before sunset.

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Hongkong, 17th September, 1903.

[39]

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Hongkong, 28th October, 1903. [2941]

HOUSEHOLDERS are hereby requested

to make a special effort during the

winter months to destroy rats and to fill up

ratholes with cement.

Rat traps and bird lime may be obtained

from the Secretary to the Board free of cost.

By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Room. 28th October, 1903. [2994]

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Hongkong, 17th August, 1887. [128]

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NEW ADVERTISEMENTS

NOTICE.
The Interest and Responsibility of Dr. J. H. SWAN in all the business in my practice ceased from the 1st of November, 1903. The practice will be carried on by Dr. GIBSON and myself.
G. P. JORDAN.
Hongkong, 1st November, 1903. [3034]

NOTICE.
We have This Day authorized Messrs. E. O. R. VOLLMER and C. G. STOCKHAUSEN to SIGN our FIRST PER SECURATION.
E. BLACKHEAD & CO.
Hongkong, 31st October, 1903. [3035]

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NO. 1, RIFON TERRACE (in FLATS):
HOUSES in WONG-NEI-CHONG Road facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES now in course of erection, CONNAUGHT ROAD (near BANKERS' BUILDINGS) and GODOWNS in BLUE BUILDINGS.
GODOWNS for Coal or Yarn, PRAYA EAST. Apply to—
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A. SHELTON HOOPER, Secretary.
Hongkong, 2nd November, 1903. [3029]

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Hongkong, 2nd November, 1903. [3030]

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And that's where your orders should be placed, if you will try to join our race, surely you will find the truth with smiling face.
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BEST IN THE FAR EAST.
Highly Charged Soda Superb Ginger Ale
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Refreshing and invigorating. Exhilarating drinks of the season. Just Produced. Long Life, Non-Intoxicating and Excellent Beverages.
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THE Steamship "KOWLOON."
Captain Stohr, will be despatched for the above ports on FRIDAY, the 13th November, at 5 p.m.
For Freight or Passage, apply to
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Hongkong, 30th October, 1903. [3025]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADER REPORT is now ready and contains—
Leading Articles—
Japan and Russia.
The Opening of China.
The Ninghai Troubles.
The Police and Crime.
Rollover Bolders.
A Proposed Anglo-Russian Journal.
A Martyr's Memorial for Shanghai.
Hongkong Jettings.
Japan and Russia.
The Alleged Peking Plot.
The Question of Manchuria.
The Typhoon.
The Volunteer Camp.
Charitable Bazaar.
Notes from the Betanin Gardens.
Best District on Sham-Chun River.
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Hongkong, 2nd November, 1903.

NEW ADVERTISEMENTS

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GENTLEMAN wishes Lessons in Russian.
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Hongkong, 2nd November, 1903. [3033]

OPENING OF VICTORIA JUBILEE HOSPITAL, BARKER ROAD, THE PEAK.

THE JUBILEE COMMITTEE invite Subscribers to the Jubilee Fund and the Public to be present at the opening of the above Hospital by His Excellency the Governor on SATURDAY, the 7th NOVEMBER, at 4.30 p.m.
W. CHATHAM,
Hon. Secretary.
Hongkong, 31st October, 1903. [3026]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will GIVE PERFORMANCES OF **LORD AND LADY ALGY** on SATURDAY, 14th NOVEMBER, 1903. TUESDAY, 17th. Commencing each Evening at 9 p.m., precisely.

Dress Circle ... \$2.
Stalls ... 1.
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N. HALF PRICE.
Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after Thursday, 5th November, at 10 a.m.
Booking Office will be open daily from that date from 10 a.m. to 4 p.m., except on King's Birthday.
Late Terms will run a quarter of an hour after the fall of the curtain.
Hongkong, 2nd November, 1903. [3027]

PUBLIC AUCTION.
The Undersigned has received instructions to Sell by Public Auction, on TO-MORROW (TUESDAY), the 3rd NOVEMBER, 1903, at 2.30 p.m., at his SALES ROOMS, Queen's Road, an Assortment of JAPANESE CURIOS, HANDSOME SILVER CLOISONNE VASES, BRONZES, IVORY CARVINGS and NIKERIKIS; SATSUMA and KANZA VASES, TEA SETS and ORNAMENTS; HANDSOME SILK-EMBROIDERED SCREENS, IVORY INLAID PANELS, and CUI VELVET PICTURES.
TERMS OF SALE—As Customary.
V. I. REMEDIOS, Auctioneer.
Hongkong, 2nd November, 1903. [3032]

PUBLIC AUCTION.
The Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 7th NOVEMBER, 1903, at 2.30 p.m., at his SALES ROOMS, Queen's Road, A GREAT ASSORTMENT OF THE FIRST CLASS JAPANESE CURIOS, &c., comprising—
FINE ART SATSUMA, FINE CLOISONNE, MAKUZU, FANCY BRONZES, IVORY CARVINGS, LACQUERED SCREENS, PICTURES, EMALIDIERIES, &c., &c.
Catalogues will be issued.
TERMS OF SALE—As Customary.
V. I. REMEDIOS, Auctioneer.
Hongkong, 2nd November, 1903. [3033]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer "FORMOSA."
FROM ANTWERP, LONDON, PORT SAID, SUZ and STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. TO-DAY.
Goods not cleared by the 6th November, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns.
E. A. REWETT, Superintendent.
Hongkong, 31st October, 1903. [1]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS of the above Club will be held in the CITY HALL (TO-DAY) MONDAY, 2ND NOVEMBER, at 4 p.m.
By Order,
T. F. HOUGH, Clerk of the Club.
Hongkong, 18th October, 1903. [2995]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT (MONDAY), the 2nd NOVEMBER, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 31st October, 1903. [3019]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 18th November, 1903. [66]

INTIMATIONS

THE ANGLO-JAPANESE LOCOMOTIVE AND ENGINEERING COMPANY, LIMITED.
[Incorporated under The Companies Ordinances, Hongkong, 1865 to 1899, whereby the liability of a shareholder is limited to the amount of his share.]
CAPITAL, Yen 1,000,000, divided into 10,000 shares of Yen 100 each, payable as follows—
Yen 50 on application, Yen 25 on allotment, and the balance when called for.
Of these 10,000 shares, 6,450 are now offered for subscription.
MANAGER:
ROLAND FINCH, Esq., of Yokohama, Japan.
MANAGING AGENTS:
Messrs. SAMUEL SAMUEL & Co., Yokohama, Japan.
HONGKONG AGENT:
Geo. K. HALL BRUTON, Esq. (Temporary)
BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
SOLICITOR:
Geo. K. HALL BRUTON, Esq., of Nos. 39 and 41, Des Vaux Road, Hongkong.
AUDITOR:
A. R. LOWE, Esq., Hongkong.
REGISTERED OFFICES:
Nos. 39 and 41, Des Vaux Road, Hongkong.

The Company has been formed for the purpose of acquiring land in Japan and of erecting workshops thereon for the construction and repair of locomotive engines, railway rolling stock, iron and steel bridges, structural ironwork, iron-casting and general engineering work.
In addition to the manufacture of locomotive engines, for which there is a constant demand, this Company will undertake repair-work of all kinds in connection with railway rolling stock.
There is to the knowledge of the Manager only one small workshop in Japan which undertakes work of a similar character to that proposed to be carried on by this Company. It will readily be seen, therefore, that there is a great want in Japan for a company with modern machine-tools and a thoroughly efficient equipment capable of carrying out work in accordance with the Memorandum of Association.
The smaller railways using a large proportion of the total number of locomotives and rolling stock have no repairing shops, and suffer great inconvenience and expense in consequence, as it is difficult for them to get the necessary repairs and renewals attended to without serious delay.
From these repairs alone, a very profitable source of income will be realized.
The Manager has for several years designed engines for the East. These designs have been sent home, and the engines constructed from these designs have, when completed, given universal satisfaction. From his intimate knowledge of the various Japanese Railways, he is thoroughly acquainted with their requirements, as well as with the different types of locomotives now in service, now on order, and yet contemplated, and for which orders have not yet been placed. It will be seen, therefore, that the Manager has an intimate knowledge of the type of engines required for the Japanese Railways, and the cost of manufacturing and delivering these engines and the prices so fully paid for them by the buyers.
The land which the manager proposes to acquire for the Company is situated at Kanagawa, Yokohama, Japan, and is suitable for the purposes of the Company as it adjoins the railway and water.
It is estimated that the buildings fully equipped can be completed and ready for work ten months after building operations commenced, and that 25 locomotive engines will be completed within six months of the completion of the workshops, and that the manufacture will go on at the rate of 25 engines for each half year. These could be sold for cash as completed.
Extensive orders are very frequently given for steel railway and other bridges for the East and in view of the development of railway construction, such orders will continue to come. It is the intention of the company to undertake the construction of such work, from which large profits are expected to be realized.
For several years past there has been a demand for the smaller of the Japanese Railways for the purchase of locomotives and rolling stock to be paid for on the hire-purchase system; hitherto no English builders have seen their way to supply any rolling stock on the terms named, and it is the intention of the Company to supply such demands under proper guarantees for payment, and from which large profits are so expected to be realized.
The Company therefore start work under very favourable conditions and with a connection of the total manufacturing capacity of the works, which is sufficient in itself to pay hand some dividends to the shareholders; and in view of the development of railways in the East no difficulty is anticipated in securing orders to keep the Company's works constantly going to its utmost capacity. The Company will have no difficulty in securing all the skilled labour necessary on the spot, which will be directed by the Manager and supervised by thoroughly skilled foremen from home.
Railways are also in course of construction and extension in China, Manchuria, Corea, Siam, Borneo and Burma, and very large numbers of locomotives as well as other rolling stock will soon be needed on these railways, the whole of which will be imported. The Company proposes to endeavour to secure a portion of that work.
The following contract has been made, namely, a contract dated the 29th day of July, 1903, between Roland Finch, Esq., of Yokohama, Japan, Gentleman, of the one part, and Edward Clarence Davis, Esq. of the same place, Gentleman, as Trustees for the Company, of the other part.
Copies of the Memorandum and Articles of Association of the Company and of the Contract above mentioned may be inspected at the office of the Company's Solicitor.
Forms of application for shares may be obtained from the Agent and Bankers.
Applications for shares should be forwarded to the Bankers of the Company, The Hongkong and Shanghai Banking Corporation, Hongkong, or Yokohama, Japan, from whom copies of the Prospectus may be obtained.
Copies of the Prospectus and further information may also be obtained from the Bankers of the Company, Hongkong, from the Managing Agents, Messrs. Samuel Samuel & Co., Yokohama, Japan, and from the Agent in Hongkong, Day, at the 18th day of October, 1903. [289]

THE CANTON-HONGKONG ICE AND COLD STORAGE CO., LTD.
CAPITAL \$700,000.00
70,000 Shares, \$10 Each.
OFFICERS.—PRESIDENT:
HON. RUSSELL COLLEGE, Canton, China.
VICE PRESIDENT:
MR. CHAN A. FOK, Hongkong.
TREASURERS (Pro Tem):
MR. LAI YAT YU, Canton and Hongkong.
MR. TSENG YUT KAI, Canton & Hongkong.
SECRETARY:
MR. CHAN A. FOK, Hongkong.
BANKERS:
THE GUARANTY TRUST CO.—Hongkong and New York.
DIRECTORS:
HON. RUSSELL COLLEGE, U.S. Vice-Consul General, Canton, China.
MR. CHAN A. FOK, Merchant, Hongkong.
MR. GEORGE A. WATKINS, Chemist, do.
MR. TSENG YUT KAI, Silk Merchant, do.
MR. LAI YAT YU, Merchant, Canton.
MR. CHAN TIT SAI, Capitalist, Hongkong and Canton.
MR. CHAU TUNG SANG, Capitalist, Hongkong.
MR. KWONG KUT WOON, Capitalist, Canton.
MR. LU KOW, Capitalist, Macao.
OFFICES:
(WATKINS BUILDING), Queen's Road Central, Hongkong.

The object of this enterprise is the establishing of two factories for the manufacture of ice, one in Hongkong, and one in Canton.
The former city, one of the largest shipping ports in the world, is supplied with ice by Hongkong, the coast ports, the shipping in the Harbour, and the cities of Kowloon and Canton as well.
Owing to the increasing demand for ice on land, which is of the most modern American Machinery, will manufacture ice far more economically than can be done by any plant now in China or the East.
In Canton, which is the third largest city in the world, all the ice is purchased in Hongkong and delivered by River Steamers daily, and sells from two to three cents per pound. In addition to the European population a large number of the better class of Chinese will purchase ice; besides the immense number of Ocean Steamers which are constantly in this port would, we know, use this plant to its utmost capacity.
In addition to the ice plant in Canton, we have added a Distilling Apparatus for making pure water, as it is impossible to drink the water taken from the river, and the entire European population buy drinking water, which is also brought from Hongkong by steamer. We will derive an additional income from this source. Furthermore we propose to erect Cold Storage Warehouses at both points, where meats, fruits, etc., may be kept there being nothing of the kind in Canton at present, and a great demand for one. As the cost of operating this would be small, the profits are certain to be very large.
In Canton we have an absolute monopoly as we manufacture on the spot, and furthermore, the Canton plant will supply its share of steamers, as well as selling to the adjacent towns of Ta Ti, Ho Nam, Pat Shan, Sam Shui, Wu Chow, and other towns on the West River. (Macao will be supplied from our Hongkong plant).
It should be remembered that the Canton, Hankow Railway is pushing its line rapidly and this opens another avenue for the disposition of the product of the Canton Plant.
We do not deem it necessary to go into lengthy details on the merits of this enterprise, for we are confident the investor will readily see the advantages of the enterprise and the constantly increasing demand.
The Directors of this Company are composed of representative business men, both at Hongkong and Canton, who we know, would not lend their names to a non-motivated enterprise, and the connection of these men with this Company is a guarantee of a safe investment to the purchaser of our shares.
At the present selling price, if our Company only manufactured 30 tons of ice per day between the two plants, there will be a large profit to the Company.
Our machinery is of the latest and most economical type, and sufficient contracts are in hand now to guarantee our dividends.
A large portion of the stock has been subscribed, and the remainder is offered at par, and may be obtained from the Guaranty Trust Co., of New York, the Company Bankers, or from the Secretary, or Messrs. Tseng Yut Kai and Lai Yai Yu, Canton or Hongkong.
For further particulars, apply to the Secretary.
Hongkong, 10th September, 1903. [2910]

FOR SALE.
"LEIGH TOR," THE PEAK
This is an opportunity which very seldom offers of buying a really first-class Peak property.
For particulars, apply to—
LEIGH & ORANGE,
6, Des Vaux Road.
Hongkong, 6th October, 1903. [2738]

BANK

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1904.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL 2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES:
Canton, Hankow, Tientsin, Peking, Penang, Singapore.
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS:
At 2 1/2 per cent. on Current Account daily balances.
3 per cent. on Fixed Deposits for 3 months.
4 per cent. " " " 6 " "
5 per cent. " " " 12 " "
E. W. RUTTER, Manager.
Hongkong, 1st January, 1901. [123]

INTIMATIONS

THE CANTON-HONGKONG ICE AND COLD STORAGE CO., LTD.
CAPITAL \$700,000.00
70,000 Shares, \$10 Each.
OFFICERS.—PRESIDENT:
HON. RUSSELL COLLEGE, Canton, China.
VICE PRESIDENT:
MR. CHAN A. FOK, Hongkong.
TREASURERS (Pro Tem):
MR. LAI YAT YU, Canton and Hongkong.
MR. TSENG YUT KAI, Canton & Hongkong.
SECRETARY:
MR. CHAN A. FOK, Hongkong.
BANKERS:
THE GUARANTY TRUST CO.—Hongkong and New York.
DIRECTORS:
HON. RUSSELL COLLEGE, U.S. Vice-Consul General, Canton, China.
MR. CHAN A. FOK, Merchant, Hongkong.
MR. GEORGE A. WATKINS, Chemist, do.
MR. TSENG YUT KAI, Silk Merchant, do.
MR. LAI YAT YU, Merchant, Canton.
MR. CHAN TIT SAI, Capitalist, Hongkong and Canton.
MR. CHAU TUNG SANG, Capitalist, Hongkong.
MR. KWONG KUT WOON, Capitalist, Canton.
MR. LU KOW, Capitalist, Macao.
OFFICES:
(WATKINS BUILDING), Queen's Road Central, Hongkong.

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In addition to the ice plant in Canton, we have added a Distilling Apparatus for making pure water, as it is impossible to drink the water taken from the river, and the entire European population buy drinking water, which is also brought from Hongkong by steamer. We will derive an additional income from this source. Furthermore we propose to erect Cold Storage Warehouses at both points, where meats, fruits, etc., may be kept there being nothing of the kind in Canton at present, and a great demand for one. As the cost of operating this would be small, the profits are certain to be very large.
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The Directors of this Company are composed of representative business men, both at Hongkong and Canton, who we know, would not lend their names to a non-motivated enterprise, and the connection of these men with this Company is a guarantee of a safe investment to the purchaser of our shares.
At the present selling price, if our Company only manufactured 30 tons of ice per day between the two plants, there will be a large profit to the Company.
Our machinery is of the latest and most economical type, and sufficient contracts are in hand now to guarantee our dividends.
A large portion of the stock has been subscribed, and the remainder is offered at par, and may be obtained from the Guaranty Trust Co., of New York, the Company Bankers, or from the Secretary, or Messrs. Tseng Yut Kai and Lai Yai Yu, Canton or Hongkong.
For further particulars, apply to the Secretary.
Hongkong, 10th September, 1903. [2910]

FOR SALE.
"LEIGH TOR," THE PEAK
This is an opportunity which very seldom offers of buying a really first-class Peak property.
For particulars, apply to—
LEIGH & ORANGE,
6, Des Vaux Road.
Hongkong, 6th October, 1903. [2738]

BANK

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1904.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL 2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES:
Canton, Hankow, Tientsin, Peking, Penang, Singapore.
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS:
At 2 1/2 per cent. on Current Account daily balances.
3 per cent. on Fixed Deposits for 3 months.
4 per cent. " " " 6 " "
5 per cent. " " " 12 " "
E. W. RUTTER, Manager.
Hongkong, 1st January, 1901. [123]

THE NATIONAL BANK OF CHINA LIMITED.
AUTHORIZED CAPITAL \$1,000,000.
PAID-UP CAPITAL \$ 324,375.
HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS:
CHAU KIT SHAN, Esq., J. S. HARTON, Esq., CHOW TUNG SHANG, Esq., J. LAUTS, Esq., Chief Manager, GEO. W. F. PLAYFAIR.
Interest for 12 Months Fixed, 5 1/2 per cent.
Hongkong, 12th May, 1903. [21]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
STEELING RESERVE \$10,000,000
SILVER RESERVE 6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000
COURT OF DIRECTORS:
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
Hon. C. W. DICKSON, N. A. SING, Esq., E. GOSWAMI, Esq., N. W. SLADE, Esq., C. MICHAEL, Esq., C. A. TOMES, Esq., H. SCHMIDT, Esq., E. S. WHEELER, Esq., E. SHALLIN, Esq.
CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. M. BRVIS.
MANAGER:
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 17th August, 1903. [119]

THE DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL \$5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).
LONDON BANKERS:
Messrs. N. M. ROESCHL & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT, DIREKTION DER DISKONTO GESELLSCHAFT.
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
E. FIGGE, Manager.
Hongkong, 4th October, 1902. [24]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).
ESTABLISHED 1864.
PAID-UP CAPITAL U.S. \$2,000,000 Gold
SURPLUS AND UNDIVIDED PROFITS \$ 1,180,000
HEAD OFFICE—NEW YORK.
LONDON OFFICE—33 & 35, Lombard St., E.C. F. C. BISHOP, Manager, Eastern Department.
LONDON BANKERS—PALE'S BANK, LTD.
HONGKONG OFFICE—4, DES VAUX ROAD.
General Banking and Exchange business transacted.
INTEREST allowed at Current Rates.
E. F. GHOS, Acting Manager.
Hongkong, 1st December, 1902. [2769]

THE MERCANTILE BANK OF INDIA LIMITED.
AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED 1,125,000
PAID-UP 582,500
RESERVE FUND 67,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.
ON FIXED DEPOSITS—
For 12 months, 4 1/2 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
EVAN ORMISTON, Acting Manager.
Hongkong, 23rd May, 1903. [22]

THE BANK OF TAIWAN (FORMOSA) LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL Yen 5,000,000.
PAID-UP CAPITAL " 2,500,000
HEAD OFFICE: TAIPER, FORMOSA.
HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street).
BRANCHES: AMOY, KOBE, TAINAN.
HONGKONG—INTEREST ALLOWED.
On current account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 per cent. per annum.
" 6 " 4 1/2 " "
" 3 " 3 " "
S. SHIGEMURA, Manager.
Hongkong, 2nd February, 1903. [3031]

INTERNATIONAL BANKING CORPORATION.
HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.
Capital paid in, Gold \$4,000,000 \$280,000
Surplus (Reserve) Gold \$4,000,000 \$280,000
Total Gold \$8,000,000 \$1,640,000
Capital & Surplus authorized, Gold \$10,000,000 \$2,000,000
LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
The Corporation buys and sells Bills of Exchange, Issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:
For 12 months, 4 1/2 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
HONGKONG BRANCH
20, DES VAUX ROAD CENTRAL.
CHARLES R. SCOTT, Manager.
Hongkong, 23rd May, 1903. [295]

RUSSO-CHINESE BANK.
ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.
CAPITAL Roubles 15,000,000
CAPITAL contributed by CHINESE GOVERNMENT, 5,000,000 Roubles (TAELS, EQUIVALENT TO \$2,150,000 Sigs.)
RESERVE FUND Roubles 2,060,000
SPECIAL RESERVES Roubles 1,700,000
HEAD OFFICE—ST. PETERSBURG.
BRANCHES AND AGENCIES:
Andijan, Khabarovsk, Port Arthur, Batoum, Kikland, Samarkand, Blagovestchensk, Khandak, Shanghai, Bodoibo, Kiria, Stratenak, Bouchkara, Kobe, Tachkent, Bisk, Krasnolazsk, Tshita, Chelof, Kwantchen, Thougoutchak, Dshay, Moscow, Tielin, Haller, Moukden, Tientsin, Bakhotate, Nagasaki, Taitse, Hankow, Newchwang, Varchansondinsk, Harbin, Nioujefsk, Varny, Hongkong, Oulianisk, Vladivostok, Ikonkang, Ourga, Yokohama, Kalgan, Paris, Zeiskain Pristan, Kashgar.
BANKERS:
LONDON—Glyn, Mills, Currie & Co. PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas. BERLIN—Mendelssohn & Co. HAMBURG—M. M. Warburg & Co. VIENNA—K. K. Creditanstalt. Credit Anstalt fur Handel und Gewerbe. AMSTERDAM—Lippmann, Rosenthal & Co.
Local Bills discounted.
Special facilities for Russian exchange.
Foreign exchange on the principal cities of the world bought and sold.
HONGKONG BRANCH
(TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCES' BUILDINGS ARE BEING BUILT).
VICTORIA HOTEL BUILDINGS,
Ice House Street.
Hongkong, 14th July, 1903. [106]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £280,000
RESERVE FUND £280,000
HOLDERS £280,000
RESERVE FUND £275,000
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.
On Fixed Deposits for 12 months 5 per cent.
" 6 " 4 1/2 " "
" 3 " 3 " "
T. P. COCHRANE, Acting Manager.
Hongkong, 13th May, 1903. [1]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNPAID " 6,000,000
RESERVE FUND " 9,210,000
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang, Peking.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED
PALE'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum.
" 6 " 4 1/2 " "
" 3 " 3 " "
TARO HODSUMI, Manager.
Hongkong, 11th September, 1903. [829]

THE NATIONAL BANK OF CHINA LIMITED.
AUTHORIZED CAPITAL \$1,000,000.
PAID-UP CAPITAL \$ 324,375.
HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS:
CHAU KIT SHAN, Esq., J. S. HARTON, Esq., CHOW TUNG SHANG, Esq., J. LAUTS, Esq., Chief Manager, GEO. W. F. PLAYFAIR.
Interest for 12 Months Fixed, 5 1/2 per cent.
Hongkong, 12th May, 1903. [21]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
STEELING RESERVE \$10,000,000
SILVER RESERVE 6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000
COURT OF DIRECTORS:
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
Hon. C. W. DICKSON, N. A. SING, Esq., E. GOSWAMI, Esq., N. W. SLADE, Esq., C. MICHAEL, Esq., C. A. TOMES, Esq., H. SCHMIDT, Esq., E. S. WHEELER, Esq., E. SHALLIN, Esq.
CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai

THE ROBINSON PIANO COMPANY, LIMITED.

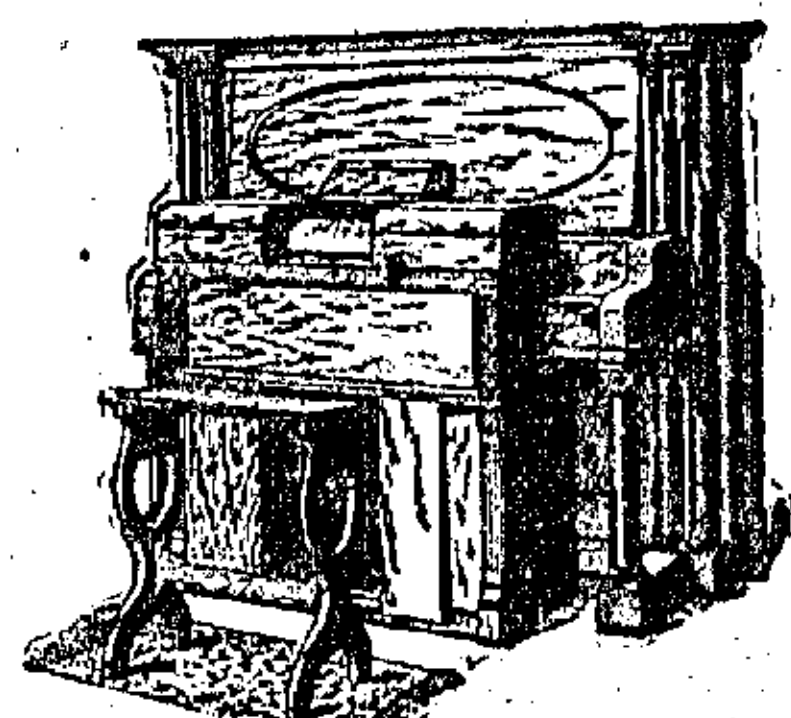
NOTE.

ENTIRELY
NEW STOCK
ARRIVING.

SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON.

GREAT
REDUCTIONS
in our present stock of Pianos and Musical
Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL

THREE STYLES:
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave. Miss Patti says that "The Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen." Hongkong, 15th October, 1903. [2484]

HONGKONG
BUSINESS DIRECTORY.
BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
furniture workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN
A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Film and Accessories.
12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood, Furniture, Black-
wood, Jewellery, &c. Highest grade
best and cheapest. 5, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMAN'S
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

M. MUMBYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Ration's Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

CHINESE EASTERN RAILWAY CO.

TRANS-SIBERIAN TRAIN SERVICE.

Shanghai to London in 18 days.

WITH the opening of the through passenger service from and to the stations of the Russian Railway, and the stations of the Chinese Eastern Railway, and by connection of the Russian Railway with the Western European Railway, a new way is opened, which offers indisputable comfort to all passengers going from the principal places of Western Europe to China and Japan, and vice versa.

Express trains, comfortably arranged, have the first and second class sleeping cars of latest type, restaurant cars, and other accommodations, which modern technical knowledge can only afford.

In addition to this from an economical point of view the new way gives considerable economy both in time and money, which in our times, when "time is money" is doubly important.

This economy is evident from the following table in which are shown first-class fares and times occupied by the journey from London to Shanghai by different ways, viz:

FROM LONDON TO SHANGHAI BY WAY OF

Hull, Alexandria, Moscow, Dalny.	Brindisi or Naples and Suez Canal.	Canada, Quebec, and Vancouver.
Fares in pounds	Fares in pounds	Fares in pounds
Length of journey in days	Length of journey in days	Length of journey in days
447 to 116	39 to 19	742 to 760
31 to 32	31 to 32	31 to 33

NOTICE.—These fares include board both on steamers and railways, according to experience at the estimated rate of about £15. 6 per day for first-class passengers.

Express trains on the Chinese Eastern Railway run twice a week and are connected both with the Chinese Eastern Railway Company's Express steamers to Suifu and Nagasaki, and Siberian Express trains.

In future Express trains will be increased in number in accordance with request.

The date of time tables are given in the Russian Official Guide of Railways, steamers and other Passenger Services.

For further particulars please apply to
P. YABAWA, AGENT,
CHINESE EASTERN RAILWAY CO.,
10, THE BUND, SHANGHAI.
28th October, 1903.

PUBLIC COMPANY HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4335 for Fifty shares, numbered 61,581-61,630 inclusive, standing in the register in the name of Capt. DONALD FINNIS TULLOCH, B.A., of Hongkong, having been lost, NOTICE IS HEREBY GIVEN, that unless the said Certificate be produced at the offices of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, before 25th November, 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd October, 1903. [2361]

AUCTION

PUBLIC AUCTION.
IN BANKRUPTCY.

RE THE TACK-LEE FIRM.
BY ORDER OF THE OFFICIAL RECEIVER AND TRUSTEE,
THE Undersigned have received instructions to Sell by Public Auction,
TO-DAY (MONDAY),
the 2nd November, 1903, at 3 P.M., at
LAI ON'S GROUND No. 958, West Point,
THE FOLLOWING QUANTITY OF
ASSORTED MATTINGS.

Completing—
462 Rolls 70 to 75 lbs. weight per roll,
40 yards long by 1 yard wide.
83 Rolls 30 yards long by 4 yard wide,
Pin Fa Matting.
126 Rolls 35 yards long by 1 yard wide,
Pin Fa Matting.
23 Rolls 40 yards long by 1 1/2 yard wide,
Ngan Ko Coloured Matting.
10 Rolls 40 yards long by 1 1/2 yard wide,
Hop Pa Coloured Matting.
2 Rolls 40 yards long by 1 1/2 yard wide,
Cheung Kai Coloured Matting.
20 Rolls 40 yards long by 1 1/2 yard wide,
Cheung Kai Coloured Matting (superior quality).
8 Rolls 40 yards long by 1 yard wide,
Cheung Kai Coloured Matting.
28 Rolls 40 yards long by 1 yard wide,
Cheung Kai Coloured Matting.
27 Rolls 40 yards long by 2 yard wide,
Cheung Kai Coloured Matting.
137 Rolls 40 yards long by 2 yard wide,
Taung Cheung Matting.
30 Rolls 40 yards long by 2 yard wide,
Cheung Kai Matting (superior quality).

956 Rolls.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd October, 1903. [2363]

WANTED.

LESSONS in English language by a
Young German; eventually will give
German Lessons in return. "H."
Care of Daily Press Office.
Hongkong, 23rd October, 1903. [2366]

WANTED.

FURNISHED ROOMS or HOUSE.
Apply—
A. L. Z.,
Care of Daily Press Office.
Hongkong, 23rd October, 1903. [3007]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1903.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C. Scott's and Engineering Code
Used.

"DOCK No. 1 (at TATEGAMI)."
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

"DOCK No. 2 (at MUKAIJIMA)."
Extreme Length... 371 feet.
Length on Blocks... 356 "
Width of Entrance on Top... 63 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "
PATENT SLIP (at KOSUOE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY at SHORT NOTICE. 1877

RUINART PEE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903.

HUMPHREYS ESTATE AND FINANCE CO., LD.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of the
above Company was held on Saturday at the
Company's offices, Nos. 38 and 40, Queen's
Road Central. Mr. Hart Buck (chairman)
presided, and there were also present Messrs. H.
Humphreys, H. W. Blade, A. G. Wood and J.
H. Van Buren (directors), Captain Unsworth,
Captain Morrison, Messrs. R. K. Leigh G. T.
Veitell, J. R. Taylor, A. H. Manell, S. A.
Seth, P. C. Potts, Ho Fook, Lo Cheung Shiu,
J. S. Harston (solicitor to the Company), and
J. L. Cotter (secretary).

The SECRETARY having read the notice
calling the meeting.

The CHAIRMAN said:—Gentlemen, this meet-
ing has been called to consider and, if thought
fit, to pass the resolutions which have been in-
troduced for the last two months. An
unusually long notice of the meeting has been
given to allow every shareholder on the register
to vote either personally or by proxy. Before
putting the resolutions to the meeting I would
like to make a few remarks. The effect of the
currency changes in the Philippines and Straits
Settlements coupled with the rise in exchange
has been to make money tight and cause a
serious disturbance of prices both here and in
Shanghai. A period of depression such as we
are now passing through is not a suitable
time to raise more capital than is actually
required for immediate wants. Your direc-
tors have decided therefore for the present
to considerably curtail the programme outlined
in the circular sent to you. The outlay on
K. I. Lots 1,104 and 1,105 will be confined
practically to the amount which the company
is compelled to spend in rateable improvements
under the Government conditions of sale. This
will effect a reduction of about \$80,000. The
mortgage on K. I. L. 412 has already been
paid off and that on K. I. Lots 169 and 170 will
have to be met on 31st December next. With
regard to the proposed building operations on
Kowloon Inland Lots 412, 551 and 550 we now
propose to carry out the work in two sections,
the first section involving an outlay of about
\$90,000 to be started as soon as possible; the
other section estimated at \$80,000 to be kept
in abeyance. We consider this property will
in the future be the most valuable of all our
Kowloon properties, and as there is still a
demand for such houses as we propose to erect
at rentals which will give the remunerative
return of 14 per cent. on cost of both land
and buildings, we think it would be very
unwise to delay any longer its development.
Building operations on other properties will
not be proceeded with at present. Your
directors therefore propose to only call up \$250
per share on the 4th January next. This will
realise \$125,000 which is about the amount
required to carry out the programme I have
just indicated and provide for our wants in the
immediate future. If any shareholders have any
questions to ask I shall be pleased to answer
them to the best of my ability.

There were no questions.
The CHAIRMAN accordingly proposed the first
resolution as follows:—"That the capital of
the Company be increased from \$1,000,000
(divided into 100,000 shares of \$10 each) to
\$1,500,000 (divided into 150,000 shares of \$10
each) to be offered and if accepted to be
allotted to the present shareholders of the Com-
pany at par in the ratio and proportion of
one new share for every two old shares in the
Company held by the respective shareholders
thereof, the amount payable on each of such
new shares respectively to be paid at such time
or times and in such manner as the Company
by its General Managers may hereafter deter-
mine."

Mr. R. K. LEIGH seconded, and the motion
was carried.

The CHAIRMAN next proposed the second
resolution as follows:—"The remuneration of the
General Managers shall be \$1,000 per annum
(which shall cover office rent but not salaries of
Secretary and other employees) and a com-
mission of 5 per cent. of the net profits of the
Company for each year that such profits
amount to 7 per cent. of the capital of the
Company." The reason for the resolution had

been set forth in the circular which, he
thought, all shareholders had received, so it
was unnecessary for him to go into the matter.

Mr. HO FOOK seconded the motion.

Mr. J. R. TAYLOR said he had been asked by the
Hon. Gordon Stewart who, unfortunately, was
absent from the Colony, to propose a resolution
on his behalf. Mr. Stewart wrote that, with re-
gard to the second resolution to be proposed at
the meeting of Humphreys Estate and Finance
Company, it was his intention to propose an
amendment in the wording of the resolution:—
"That Article No. 82 of the Articles of Associa-
tion of the Company be cancelled and the
following Article substituted therefor:—The
remuneration of the general managers shall be
a sum not exceeding \$8,000 per annum (which
shall cover office rent and salaries of secretary
and other employees) and a commission of 5 per
cent. of the net profits of the Company for each
year that such profits amount to 7 per cent. of
the capital of the Company." It appeared to
both Mr. Stewart and himself, that it would be
much more satisfactory to have the amount fixed
instead of leaving the question of salaries of the
secretary and other employees an open matter.
They knew they were quite safe in the hands
of their present general managers, yet at some
distant date they might be open to have un-
reasonably large salaries. They had increased
the amount to \$8,000, which they thought was
quite sufficient, and trusted the general man-
agers would see their way to accept the amend-
ment which he had proposed.

Mr. G. T. VEITCH said he quite agreed with
Mr. Taylor, and had much pleasure in second-
ing the amendment.

The CHAIRMAN asked Mr. Taylor if he would
mind making it a special resolution, in which
case Article 82 could be altered.

Mr. J. S. HARSTON, solicitor for the Com-
pany, explained that, in his opinion, under the
articles of association Mr. Taylor's amendment,
which had been proposed and seconded, should
be moved by him as a special resolution to take
the place of the former resolution.

Mr. TAYLOR then proposed that the resolution
be altered in the terms submitted by him.

Mr. VEITCH seconded.

The CHAIRMAN remarked that the directors
and general managers were quite open-minded
in the matter and the general managers would
not feel at all aggrieved if the special resolution
was carried.

The motion was then put to the meeting and
carried unanimously.

The CHAIRMAN said that a confirmatory
meeting would be held, due notice of which
would be given.

This was all the business.

GENTLEMEN'S BOOTS.

OUR STOCK OF HIGH-GRADE
ROOTS AND SHOES
IS NOW ABSOLUTELY REPLETE.
WE HOLD 30 DIFFERENT SHAPES AND STYLES.
STOCKED IN SIZES AND 1/2 SIZES.
THE BEST IS ALWAYS THE CHEAPEST.

WM. POWELL, LD.,
GENTLEMEN'S DEPARTMENT,
28, QUEEN'S ROAD.

NELISTA CIGARETTES.

IF YOU SMOKE TURKISH CIGARETTES, SMOKE THE BEST
NELISTA CIGARETTES ARE MANUFACTURED FROM THE CHOICEST
TURKISH TOBACCO. PACKED IN AIR-TIGHT TINS OF FIFTY.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,
BRITISH-AMERICAN TOBACCO
COMPANY, LD.

NOBEL-GLASGOW EXPLOSIVES

DYNAMITE,

GELATINE-DYNAMITE.

PLASTING GELATINE AND GELIGNITE.

DEFONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—

JARDINE, MATHESON & CO.

BUTTERFIELD & SWIRE,

Agents

LONDON AND LANCAIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903.

[1931-2]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.

PURVEYOR TO THE BRITISH FIELD FORCES

CANTERNS IN SOUTH AFRICA.

BRANCHES:

BOMBAY.....20, EPLANADE ROAD.

CALCUTTA.....4, DALHOUSIE SQUARE.

RANGOON.....72, MERCHANT STREET.

LONDON.....10, BASINGHALL ST., E.O.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO., HONGKONG.

[1931-2]

CARMICHAEL & CLARKE,

CONSULTING ENGINEERS

AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG

A B C Code, 4th Edition

A 1 Code.

Mohr's Standard Code.

TELEPHONE, 232.

Hongkong, 20th June, 1903.

CHEONG SHING

GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS,

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERIES AND

PONGEE SILK.

Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL

(Opposite Messrs. C. J. GAUFF & Co.).

Hongkong, 18th May, 1903. [2308]

[2308]

SHIPPING.

ARRIVALS.
Oct. 30, WATERWITCH, British surveying ship, 1,030, E. C. Hardy, Shanting 24th October.
Oct. 31, ANPINO MARU, Japanese str., 1,053, I. Goto, Poochow 27th, General.—OSAKA SHOSHEN KAISHA.
Oct. 31, FORMOSA, British str., 2,615, B. W. H. Snow, London via Pao 19th September, General.—P. & O. S. N. Co.
Oct. 31, KARIN, Swedish str., 672, G. Pettersson, Choochoo 24th Oct., Beans and General.—SANDER, WILDER & CO.
Oct. 31, KURISTAN, British str., 1,930, A. Haig, Amoy 30th October, General.—DODWELL & CO., LD.
Oct. 31, PETCHABURI, German steamer, 1,375, G. Hillmann, Bangkok 22nd Oct., Coal and Butterfield & Swire.
Oct. 31, ROSETTA MARU, Japanese str., 2,402, H. S. Smith, Manila 29th Oct., Treasurers.—TOYO KISEN KAISHA.
Oct. 31, SAKONIA, German str., 3,316, H. Bremer, Shanghai 28th October, General.—HAMBURG-AMERIKA LINE.
Nov. 1, DAIKI MARU, Japanese str., 850, T. W. Gower, Tientsin 29th Oct., General.—OSAKA SHOSHEN KAISHA.
Nov. 1, K. GOSHIMA MARU, Jap. str., 2,731, R. Kori, Moji 27th Oct., General.—NIPPON YUSEN KAISHA.
Nov. 1, KWEIYANG, British str., 1,062, G. Hooker, Chingwahatun 24th Oct., Coal and General.—BUTTERFIELD & SWIRE.
Nov. 1, MICHAEL JENSEN, German str., 710, A. P. Ulmer, Tientsin 26th Oct. and Hongkong 30th, General.—JENSEN & CO.
Nov. 1, TAIKANG, German str., 760, H. Hunsen, Hsiohwa 3th Oct., General and Pigs.—JERRE & CO.

CLEARANCES

At the Harbour Master's Office.
31st October.
Anping Maru, Japanese str., for Swatow.
Fanta, German str., for Shanghai.
Suen a, German str., for Yokohama.
Isanham, British str., for Swatow.
Thales, British str., for Swatow.

DEPARTURES.

31st October.
ASPERN, Austrian gunboat, for Tientsin.
BOURBON, British str., for Saigon.
CHUNSHAN, British str., for Singapore.
DAIKYU MARU, Japanese str., for Tientsin.
DON JUAN DE AUSTRIA, U.S. str., for Manila.
GLORY, British battleship, for Weihaiwei.
HAICHING, British str., for Coast Ports.
HIPHANG, British str., for Shanghai.
HONGKONG MARU, Japanese str., for San Francisco.
JAVA, British str., for London.
KAIFONG, British str., for Hilo.
KINSHU MARU, Japanese str., for Bombay.
PHEA CHOM KLAO, German str., for Bangkok.
ROHILLA, Japanese str., for Manila.
RUBI, British str., for Manila.
TAKU MARU, Japanese str., for Kobe.
TUGGER, British str., for Manila.
WAKAMATSU MARU, Japanese str., for Moji.
WAKANA MARU, Japanese str., for Singapore.
WUCHANG, British str., for Hilo.
WRIGHT, U.S. transport, for Manila.
1st November.
ANPING MARU, Japanese str., for Coast Ports.
PROMTO, German str., for Shanghai.
SUZUKI, German str., for Yokohama.
TAIBHAN, British str., for Swatow.
THALES, British str., for Swatow.

VESSELS IN DOCK.

31st October.
ABERDEEN DOCK.—M. Struers.
R. Wilson Dock.—Lillebonne, Heracles, Terlae, Dr. H. J. Kier, Paul Revere, Athenian, Hailong, Empress of India, Perla, COMMODORAT DOCK.—Tientsin, Chingwa.

SHIPPING REPORTS.

The British steamer *Kuristlan*, from Amoy 30th Oct., had fresh N.E. monsoon.
The British steamer *Kweiyang*, from Chingwahatun 26th Oct., had strong N.E. gale, high sea, overcast and gloomy weather to N.E. Promontory; from thence to Brothers strong monsoon with a high sea and variable weather; from thence to port moderate monsoon, fine weather and moderate sea.
The *Halong* from Swatow (30th ult.) reports fresh northerly wind, moderate sea and heavy.
The *Halong* from Swatow (30th ult.) reports fresh N. wind.
The *Halong* from Java (30th ult.) reports heavy monsoon.
The *Petchaburi* from Bangkok (30th ult.) reports equally weather.
The *Anping Maru* from Amoy (31st ult.) reports rough sea, and N.W. wind.
The *Java* from Poochow (30th ult.) reports fine weather.

VESSELS ON THE BERTH

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR RANGOON, VIA AMOY AND SWATOW.
The Company's Steamship.
"JELUNGA."
Captain Windbank, will be despatched as above TO-DAY, the 2nd November, at 4 p.m.
For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.
Hongkong, 31st October, 1903. [3016]

FOR SINGAPORE, PENANG AND ALGUTTA.

THE Steamship.
"CATHERINE APCAR."
Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 3rd November, 3 p.m.
For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.
Hongkong, 28th October, 1903. [2987]

HONGKONG-MACAO LINE.

S.S. "WING-CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong on week days, at 7.30 A.M. on Excursion and at 8.30 A.M. on Macao week days about 2 P.M. and Sundays about 7.30 P.M. (week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class single Ticket \$2. Return Ticket \$3. Return ticket including Tiffin and Dinner either on or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers. Wharf at the Western end of Wing Lok road.
The Steamer runs an Excursion Trip Every Sunday, and takes only 15 hours to reach Macao.
MING ON & CO.,
2nd Floor, 18, Victoria Street,
Hongkong, 8th September, 1903. [2112]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENGAL	Brit. str.	G. Philippe	P. & O. S. N. Co.	7th inst. at Noon.
LONDON & ANTWERP	TAMPAUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	10th inst.
LONDON & ANTWERP	POLYTHEMUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP	ACHILLES	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	18th Dec.
LONDON & ANTWERP	CARADIA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	14th inst.
LONDON & ANTWERP	YARBA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	14th inst.
LONDON & ANTWERP	NINGHOW	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	18th inst.
LONDON & ANTWERP	HYSON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	8th Dec.
LONDON & ANTWERP	PROMETHEUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	22nd Dec.
LONDON & ANTWERP	DABDANC	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	5th Jan.
LONDON & ANTWERP	PREUSSEN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	12th inst. at Noon.
LONDON & ANTWERP	SAONIA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP	MAURUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	1st December.
LONDON & ANTWERP	SUEVIA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	15th Dec.
LONDON & ANTWERP	ARAGONIA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	23rd Dec.
LONDON & ANTWERP	KURBERG	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	5th Jan.
LONDON & ANTWERP	ABDIA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	20th inst. P.M.
LONDON & ANTWERP	NIPPON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	Quick despatch.
LONDON & ANTWERP	KURISTAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 5th inst.
LONDON & ANTWERP	SENECA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 18th inst.
LONDON & ANTWERP	HERMISTON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	ATHENIAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	18th inst.
LONDON & ANTWERP	E. OF INDIA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
LONDON & ANTWERP	ITO MARU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	7th inst.
LONDON & ANTWERP	OSANPA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	14th inst.
LONDON & ANTWERP	SHAMWUT	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	14th inst.
LONDON & ANTWERP	INDOPURBA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	6th inst. at 4 P.M.
LONDON & ANTWERP	KASOJA MARU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	18th inst. at Noon.
LONDON & ANTWERP	TSINAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	Quick despatch.
LONDON & ANTWERP	EMPIRE	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst. at Noon.
LONDON & ANTWERP	FORMOSA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP	CHINGWA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	6th inst. D'light.
LONDON & ANTWERP	TSINAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	13th inst. at 5 P.M.
LONDON & ANTWERP	BINGO MARU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst. at Noon.
LONDON & ANTWERP	KUWANO MARU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	5th inst.
LONDON & ANTWERP	KANBU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 6th inst.
LONDON & ANTWERP	CHUNAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	SHAMWUT	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	DAIKYU MARU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	MAIDZURU MARU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	TRUCER	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	PERLA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	ROSETTA MARU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	ZAFRO	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	SUNGKANG	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	TSINAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	TRIMONT	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	KADOSHIMA M.	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	ISCHIA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	C. ANTON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	BANGA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.
LONDON & ANTWERP	JELUNGA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th inst.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX. ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903, at 1 P.M., the Company's Steamship "YARBA," Captain Seller, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon only on Monday, the 2nd November. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd October, 1903. [2]

HE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship.

"BENGAL."
Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 7th NOVEMBER, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendant.

Hongkong, 28th October, 1903. [1]

FOR CANTON.

THE new and fast Twin-Screw Steamer.

"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.

J. W. WILKINSON & CO.,
No. 120, Commercial Road Central,
Hongkong, 30th June, 1903. [1]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

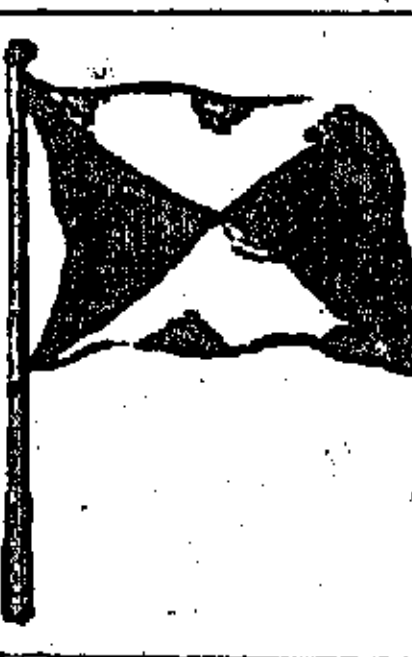
REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHTS. FIRST CLASS ACCOMMODATION. UNLIMITED TABLE DUTY. QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1864]



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
PERLA	1880	J. McGinty	Manila, Hilo & Cebu	Wed, 4th Nov., 4 P.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat, 7th Nov., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat, 14th Nov., 10 A.M.

For Freight, or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 2nd November, 1903. [17]

TOYO KISEN KAISHA.

MANILA LINE.

Regular Service between Hongkong and Manila in 48 hours.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	H. S. Smith	3876	Thursday, 5th November, at 11 A.M.
"ROHILLA MARU"	E. Bent	3869	Tuesday, 10th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

K. NAKASHIMA, Manager.
Hongkong, 2nd November, 1903. [478]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons..... WEDNESDAY, 4th Nov. 1903

R.M.S. "EMPERESS OF INDIA" 6,000 Tons..... WEDNESDAY, 13th Nov.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons..... WEDNESDAY, 16th Dec.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons..... WEDNESDAY, 13th Jan. 1904

R.M.S. "ATHENIAN" 3,882 Tons..... WEDNESDAY, 27th Jan.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons..... WEDNESDAY, 10th Feb.

R.M.S. "TARTAR" 4,425 Tons..... WEDNESDAY, 24th Feb.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons..... WEDNESDAY, 9th Mar.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons..... WEDNESDAY, 29th Mar.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons..... WEDNESDAY, 20th April

R.M.S. "ATHENIAN" 3,882 Tons..... WEDNESDAY, 27th April

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons..... WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the first INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS in a week in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBOURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; AS LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GAITHERSBURG, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
PREUSSEN	THURSDAY, 12th November
HAMBURG	WEDNESDAY, 13th November
PRINZ HEINRICH	WEDNESDAY, 13th November
KONIG ALBERT	WEDNESDAY, 13th November
KIAUTSCHOU	WEDNESDAY, 13th November
SACHSEN	WEDNESDAY, 13th November
BAYERN	WEDNESDAY, 13th November
GERA	WEDNESDAY, 13th November
SETTLITZ	WEDNESDAY, 13th November
PREUSSEN	WEDNESDAY, 13th November
BOON	WEDNESDAY, 13th November
HAMBURG	WEDNESDAY, 13th November
PRINZ HEINRICH	WEDNESDAY, 13th November

ON THURSDAY, the 12th day of NOVEMBER, 1903, at Noon, the Steamship "PREUSSEN," of the Norddeutscher Lloyd, Captain E. Prohn, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on Tuesday, the 10th November. Cargo and Specie will be received on Board until 5 P.M. on Wednesday, the 11th November, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 11th November.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMBATA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"OANFA"	On 5th November.	
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.	
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.	
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON and ANTWERP	"TANTALUS"	On 10th November.	
MARSEILLES and LIVERPOOL	"NINGHON"	On 18th November.	
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.	
MARSEILLES, LONDON and	"HYSON"	On 8th December.	
ANTWERP	"ACHILLES"	On 15th December.	
LIVERPOOL	"PROMETHEUS"	On 22nd December.	
MARSEILLES, LONDON and	"DARDANUS"	On 5th January.	
ANTWERP			

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	On 7th November.	
all PACIFIC COAST PORTS, via	"PELEUS"	On 30th November.	
NAGASAKI, KOBE and YOKOHAMA			

Hongkong, 2nd November, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
KOBE	"TSINAN"	On 3rd November.	
NINGPO and SHANGHAI	"KANSU"	On 5th November.	
MANILA	"SUNGKIANG"	On 11th November.	
MANILA	"TSINAN"	On 16th November.	

ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd November, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SAXONIA	HAVRE and HAMBURG	On 3rd Nov. Freight.
Capt. Bremer	(Calling at Singapore and Penang)	
CANADA	ANTWERP and HAMBURG	On 14th Nov. Freight.
Capt. Wagner	(Calling at Singapore and Colombo)	
MAEBURG	HAVRE, BREMEN and HAMBURG	On 21st Nov. Freight.
Capt. Stern	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 1st Dec. Freight.
Capt. Berck	(Calling at Singapore and Penang)	
ARAGONIA	HAVRE and HAMBURG	On 15th Dec. Freight.
Capt. Forst	(Calling at Singapore and Colombo)	
NUENBERG	HAVRE and HAMBURG	On 29th Dec. Freight.
Capt. Joubert	(Calling at Singapore and Penang)	
AMBRIA	HAVRE and HAMBURG	On 5th Jan. Freight.
Capt. Dackstein	(Calling at Singapore and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE. NORTHERN PACIFIC S. Co. BOSTON S. Co. BOSTON TOWBOAT Co. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,606	W. M. Smith	Saturday, November 14th
* OLYMPIA	2,837	A. Dixon	Wednesday, November 25th
* TACOMA	2,812	M. Ridley	Tuesday, December 15th
* VICTORIA	3,502	J. Truebridge	Saturday, December 19th
TREMONT	9,606	T. W. Garlick	Thursday, December 24th
* LYRA	4,417	G. V. Williams	Thursday, January 21st

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,606 tons. T. W. Garlick About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 19th October, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
YOKOHAMA, via SHANGHAI	FORMOSA	About 31st	Freight and
HAI MOJI and KOBE	B. H. W. Shaw	October	Passage.
SHANGHAI	CHUSAN	About 6th	Freight and
	W. B. Palmer, R.N.D.	November	Passage.
LONDON, &c.	BENGAL	Noon, 7th	See Special
	G. Phillips	November	Advertisement.
SINGAPORE, COLOMBO	BANCA	About 14th	Freight only.
and BOMBAY	J. B. Ferguson	November	

* calling at Penang if sufficient inducement offers.
For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd November, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA,
MANZANILLO, MEXICO, AND
SAN FRANCISCO.

THE Steamship

"CHINGWO."
Captain Parkinson, will be despatched for the
above ports on WEDNESDAY, the 4th
November, at Noon.
For Freight, apply at Company's Office,
No. 20, Des Vaux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 10th October, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Eletto e Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA- PORE AND PENANG.

Having connection with Company's Mail Steam-
ers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and GENOA,
also VENICE and TRIESTE, all MEDITER-
RANEAN, ADELATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALZADA.
Taking Cargo at through rates to P. ESIAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"ISCHIA."
Captain Maganzini, will be despatched as above
on THURSDAY, the 12th November, at Noon.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th October, 1903.

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

Calling at PORT DARWIN and QUEEN-
SLAND PORTS and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.

THE Steamship

"EMPIRE."
Captain P. T. Helms, will be despatched for the
above ports on WEDNESDAY, the 18th
November, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the
Electric Light.
A stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1903.

THE AMERICAN ASIATIC STEAM- SHIP COMPANY.

STEAMSHIP SERVICE TO NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"HERMISTON," Captain W. T. Bain,
will be despatched on or about WEDNESDAY,
the 18th NOVEMBER.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"KURDISTAN" About

"RICHMOND CASTLE" 31st Oct.

"ORONO" 10th Nov.

"ORO" 19th Nov.

"LOWTHER CASTLE" 1st Dec.

"SEIK" 12th Dec.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 27th October, 1903.

FOR MANILA

THE Steamship

"TEUCER."

Captain P. R. Silverlock, will be despatched for
the above port on or about the 30th instant.

Good Accommodation for Cabin Passengers
at reduced rates.

For Freight and Passage, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 27th October, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA in connection with the
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT. P. ESIAN every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 5th August, 1897.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With Liberty to call at Philippine Ports.)

THE Steamship

"SENECA."
Captain C. R. Boynton, will be despatched on
or about THURSDAY, the 5th November.
For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 14th October, 1903.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR

FIUME and TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the SEASIZES,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON."
Captain Klammer, will be despatched as above
on FRIDAY, the 20th November, P.M.
For information as to Passage and Freight,
apply to
SANDER, WISLER & CO.,
Agents.

Hongkong, 26th October, 1903.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 22nd instant.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 28th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 28th inst. will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
5th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th October, 1903.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA."
Captain Berck, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before NOON,
To-day, the 28th inst.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 2nd November will be
subject to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 2nd November, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office,
HONGKONG, 28th October, 1903.

1902

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG."

OF THE HAMBURG-AMERIKA LINIE,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
To-day, the 28th inst.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th November, will be
subject to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Thursday, the 5th November, at
9.30 A.M.
All Claims for damage must be sent in before
the 9th November, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 28th October, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

S.S. "CHINGWO,"
FROM SAN FRANCISCO, KOBE AND
MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.
No Fire Insurance will be effected by me in
any case whatever.

J. S. VAN BUREN,
Superintendent.

Hongkong, 26th October, 1903.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN.

27, DES VEAUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903.

BUDWEISER BEER

EXTRA PALE LAGER BEER CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

LEADS IN QUANTITY AND
QUALITY

IN THE WORLD.

THE BREWERY LARGEST

IN THE WORLD.

THIS Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively sparkling,
and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 25th July, 1903.

NOT RESPONSIBLE FOR DEFECT.

NEITHER THE CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers,
or the Crew of the following Vessels during their
stay in Hongkong Harbour—
BRILLIANT, British 4-m. bark, Geo. Cowlishaw,
—Standard Oil Co.
HELENA-WYMAN, Amer. barque, D. A. Vanhous,
—Captain.
NOANOK, American ship, J. A. Ainsbury,
—Arnold, Karlberg & Co.
ROSE, British barque, Pow—Siemens & Co.

1892-1

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A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD

WITH GRIMAULT & Co's
SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sores, carbuncles, pimples, blotches,
and all disorders originating in vitia-
ted blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

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Sold by all dealers.

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Exquisite Flavor.
Easily Digested.

BEST & GOES FARTHEST.

2417-1.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Biliary Affections.

The Physician's
Care for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Sickness of Pregnancy.

MAILS WILL CLOSE

COMMERCIAL.

OPINION.

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